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CELEBRATED
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BUTTER SCOTCH.
Really Wholesome, Confectionery.—Lancet.
ST. JOHN'S WORKS, LONDON, W.1.

Hong Kong Daily Press.

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NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed to the Manager, only, as general business matters.

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NEW ADVERTISEMENTS.

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

JOHN HASTINGS, Notary Public, hereby Certify that on this 8th day of June, 1895, the DEBENTURES bearing the Name of Members set out below were Duly Drawn for Redemption by me at the Registered Office of the Company in Hongkong.

NOS OF DEBENTURES.

13. 34. 54. 76. 87. 93. 105. 117.
120. 124. 133. 142. 152. 155. 156. 163.
159. 173. 177. 179. 186. 185. 194. 215.
220. 230. 246. 252. 253. 260.
269. 277. 284. 290. 291. 294. 296. 350.
381. 385. 393. 400. 414. 472. 475. 479.
480. 491.

Dated this 8th June, 1895.

JOHN HASTINGS,
Notary Public,
Hongkong.

TO LET.

ROOM in "BEACONFIELD ARCADE".
HOUSES, Nos. 4 and 6, BULLIUS TERRACE,
OFFICES in "MARIN HOUSE", with Go-
down Suitable for Merchants.

SMALL TWO-STORYED BUILDING at
Gate of "WEST VILLA", BONHAR ROAD,
GOUDRENS in DUDDELL STREET.
Apply to

BULLIUS & CO.,
Hongkong, 10th June, 1895.

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"ESMERALDA,"
will be despatched for the above
port on WEDNESDAY, the 12th Inst., at
5 P.M.

This steamer has Superior Accommodation for
Passengers and is fitted with the Electric Light.
For Freight or Passage, apply to

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CHINA NAVIGATION COMPANY,
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"KWEIYANG,"

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CHEMISTS BY APPOINTMENT.
ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED
WATERS.

OUR AERATED WATER FACTORY is fitted
with the best English Machinery, embodying
the latest improvements in the trade.

The Purest Ingredients only are used, and
the utmost Care and Cleanliness exercised in
the Manufacture throughout.

The Water used is proved by repeated
Analyses to be absolutely Pure.

For COAST FEATS, Waters are packed and
placed on board ship at Hongkong piers, and
the full amount allowed for Packages and
Empties when received in a good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is
"DISPENSARY, HONGKONG."

And all signed messages addressed thus will
receive prompt attention.

The following is a List of Waters always
kept ready in Stock:

PURE AERATED WATER.

SODA WATER.

CHONADE.

POTASH WATER.

SELTZER WATER.

LITHIA WATER.

SARSAPEARILLA WATER.

TONIC WATER.

GINGER ALE.

GINGERADE.

No Credit given for Bottles that look dirty
or greasy, or that appear to have been used for
any other purpose than that of containing
Aerated Waters, as such Bottles are never used
again by us.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 30th May, 1894.

NOTICE TO CORRESPONDENTS
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should be addressed to "The Editor."

Correspondents are requested to forward their name
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All letters for publication should be written on one
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Communications that have
appeared in other papers will be inserted.

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Telegraphic Address, Press.

P. O. Box 20.

Telephone No. 12.

The Daily Press.

HONGKONG, JUNE 10TH, 1894.

It would seem that the officials concerned in
preventing the Hon. E. E. Bellotino's speeching
at the last meeting of the Legislative
Council rather regret their action, as it is
natural they should, but at the same time
they are inclined, we gather, to set up a
technical defence. This defence, unfortunately,
only lands them further in the mire. Mr.
Bellotino, conceiving himself to have
been misapprehended, rose to make an
explanation, as he was entitled to do under
the standing rules and orders, but he was
ruled out of order. It was now suggested that
Mr. Bellotino might have been in order had
he risen to make his explanation before the
motion was carried, but that rising when he
did was too late. As a matter of fact the
motion never was carried, strictly speaking,
and the Clerk of Councils will have to ex-
ercise some ingenuity to bring his minutes into
proper form. What happened was this:
The Director of Public Works moved
the adoption of the report of the Public
Works Committee; the motion was duly
seconded, and Mr. Bellotino then
moved an amendment, which was not
seconded; Mr. Cooper replied, and the
Governor, without putting the question,
said:—"The amendment not having been
seconded the resolution is carried." It
was at that point that Mr. Bellotino rose
to make his explanation, and it was the
earliest point at which he could have done
so, as His EXCELLENCE's declaration followed
immediately upon the termination of Mr.
Cooper's speech. But the non-seconding
or negating of an amendment by no means
carries with it the adoption of a resolution.
That is a mistake which is often made by
inexperienced presidents of debating soci-
eties, but which ought never to be made in
a Legislative Assembly, where particular importance
is rightly held to attach to forms of procedure. A simple
illustration will show how ridiculous it is to
suppose that the rejection of an amendment
implies the carrying of a resolution. It is
proposed, say, that no man shall wear his
hair less than three inches in length; that
an amendment is proposed that the minimum
length shall be four inches; the amendment
is rejected. Does that necessarily
imply that the original resolution is carried?
According to the Governor, yes; but accord-
ing to recognised rule and common sense,
no. On illustration perhaps seems a rather
aburd, but in Hongkong at present we are
living in an age of absurdity, and it would
not be much more extravagant to regulate
the length of men's hair than that no one
law, as was done the other day, that no one
may keep a carriage except by permission of
a Government officer to be appointed for the
purpose, and that he is to subject to
regulations as to the use he may make of
his carriage, if he should happen obtain
permission to keep one. To come back, how-
ever, to the supposed adoption of the report

of the Public Works Committee, Mr. Bellotino
the question was put, Mr. Bellotino
would necessarily have recorded his vote
against the motion, because in his speech he
said, "solemnly wished his hands
of the responsibility" of authorising the
expenditure which the adoption of the Public
Works Committee's report involves. But the
question was not put, and Mr. Bellotino
was accorded no opportunity of recording his
vote. How will Mr. BUCKLE enter it up in
his minutes? If he simply says that the
resolution was carried the record will be im-
perfect, because it should be made to appear
whether the resolution was opposed or not.
It is said that it was carried nomine
dissentient the statement will be contrary
to fact. The correct record would be that
owing to the irregularity with which the
proceedings were conducted it was impossible
to say exactly what was done.

Perhaps our readers may be inclined to
think the whole question somewhat
puerile, the substance being always more im-
portant than the form, and it being abund-
antly clear what the intention of the
Council was. A little consideration, how-
ever, will show that questions of procedure
do possess some practical importance. Half
the law suits that arise are due to the
neglect of common business principles, and
in matters of legislation irregularity in pro-
cedure in the same way leads to confu-
sion and uncertainty in the law. It is
important, too, that the principle should
be vindicated that there is not one law
for the officials and another for the
officials as regards right of speech in the
Legislative Council. The standing rules and
orders are very frequently violated by
the official members, and it is unwise
that the same rules should be strained in
order to stop the mouth of an unofficial
member. But in the case of Mr. Bellotino
it was not a question of straining, but of the
total misapplication of the rules. We have
already dealt with one instance in which that
gentleman was obstructed in his right of
speech. There still remains another. Mr.
Bellotino rose to speak on a motion for the
third reading of a Bill, as he had a perfect
right to do, but he was promptly stopped.
The defence put forward is that discussion
upon the third reading of a Bill can be
entered upon only on a motion that the
Bill be recommitted, in support of which
rule 43 is referred to. Rule 43 provides
that "if on the third reading any member
desire to omit or amend any provision
contained in the Bill or to introduce any
fresh provision he may do so, but that the
Bill be recommitted." That is a very useful rule and is frequently acted upon;
but it cannot be construed to mean
that a debate shall be allowed on the third
reading except on a motion for recommit-
ment. The following is a list of the official
and popular catch phrases taken immediately with the
audience. Mr. J. B. Ferrell also played an
exceedingly good part in the character of Mr.
Benjamin Goldsmith, but in that case the
company was greatly diverted and each
of the riders dropping their potato and
the ponies coming in contact with each other,
which usually surrounds the event. The programme was
followed by a variety entertainment, which con-
sisted of popular songs and a song and
dance by Miss Dot Cary, did not fail to please.

A Singaporean who has been travelling by a
Padlo steamship and has sailed in ships of
all the big lines in the East speaks enthusiastically
of his latest trip, and we *Streets* (see
Press) give his opinion that the
Chamber of Commerce is to be blamed for
not erecting kerosene oil tanks at the
station. The tanks were made of iron
and were easily punctured in consequence. That
this time swift punishment will also overtake
the guilty is the least that can be expected.

At a recent meeting of the Haiphong Chamber
of Commerce, there was considered an application
to the Government, which was referred to the
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A very successful rendering of Grundy's
comedy "A pair of spectacles" was given at the
Theatre Royal on Saturday afternoon, the performance
being for the benefit of Mr. D. C. Smith.
The sky was overcast during the afternoon, but
fortunately, rain did not fall, and the meeting
continued until a late hour. The programme
consisted of seven events, and the racing was
entertaining throughout.

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VESSELS ON THE BERTH

FOR VLADIVOSTOK VIA SHANGHAI,
CHIEFOO, AND NAGASAKI.
(Taking Cargo at through rates to Korean
Ports.)

TITLE Steamship
"GHAZEE,"
Captain D. S. Bailey will be despatched as above
at NOON, 10th June, 1895.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Hongkong, 1st June, 1895. [1176]

FOR SINGAPORE, PENANG, AND
CALCUTTA.

TITLE Steamship
"LIGHTNING,"
Captain J. G. Spence will be despatched for the
above ports TO-MORROW, the 11th inst., at
3 p.m.
For Freight or Passage, apply to
DAVID SASSOON, SONS & CO.,
Agents.
Hongkong, 7th June, 1895. [1196]

FOR SHANGHAI.

TITLE Steamship
"NANYANG,"
Captain F. Schulz will be despatched for the
above port TO-MORROW, the 11th inst., at
4 p.m.
For Freight or Passage, apply to
SIEGMESSEN & CO.,
Agents.
Hongkong, 7th June, 1895. [1207]

COMPAGNIE DES MESSAGERIES
MARITIMES. PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, CO-
LOMBO, ADEN, SUEZ, PORT SAO MED, MEDITERRANEAN
AND BLACK SEA PORTS, ALEXANDRIA,
MARSEILLE, LONDON, HAVRE, AND
BORDEAUX. ALSO

PORTS OF BRAZIL AND LA PLATA.
ON WEDNESDAY, the 12th June, at
NOON, the Company's Steamship
"MELBURNE," Commander, Borden, with
Mail, Passengers, Specie, and
Cargo, will leave this port, calling
at NAPLES and GENOA.

Cargo and Specie will be registered for Lon-
don as well as for Marseilles, and accepted in
trust through Marseilles for the principal
ports of Europe.

Shipping Orders will be granted till NOON on
SATURDAY, the 22nd June, Cargo and Specie
will be received on Board till NOON on MON-
DAY the 24th June, and Parcels will be received
at the Agency's Office until NOON on SUN-
DAY the 23rd June. Contants of Packages
must not exceed 30 lbs. and Parcels should not exceed
50 lbs. and the value of Parcels should not exceed
Two Pounds in Measurement.

The Steamer has splendid accommodation
and carries Doctor and Stewardess.

Lines can be washed on board.

For further Particulars apply to the Com-
pany's Office.

C. TOUENAIRE,
Acting Agent.

Hongkong, 30th May, 1895. [12]

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS

TO JAPAN, THE UNITED
STATES.

MEXICO, CENTRAL AND SOUTH
AMERICA AND EUROPE, VIA THE
OVERLAND RAILWAYS, AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

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